THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 14. CLEVELAND, O., APRIL 3, 1884

$2.00 PER ANNUM
SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain C. Benson has sold the schooner G. G. Hill to Cleveland parties. Consideration $850.

The little schooner Adventure has gone to the Islands, chartered for the season for stone from the Islands to Huron.

The tugs American Eagle and Dreadnaught are being fitted out, preparatory to another campaign. They will be ready next week.

Mr. Carroll, of Union City, Penn., who is the inventor of a patent log for keeping ship's distances and leeway, is placing one on Captain Wilson's new steamer, which will be launched on the 15th. The merits of this log will be fully tested.

The schooner George Sherman will leave to-day for Lorain in tow of the Mary Virginia, where she will load coal for Walkerville. The Mary Virginia will also tow the barge Johnson to Vermilion.

The tug Ethel J., of Fairport, Captain Averill, which came to obtain her papers Monday, has returned to engage in the fishing trade. She is of fine lines and carries a patent engine built at Painesville, from which great things are expected.

The R. K. Hawley, Captain Williams, arrived from Lorain with the Conrad Reid in tow, freighted with cordwood. The Hawley has returned to Lorain to attend to her fishing nets.

It is understood that the tug men will ask for higher wages on the opening of the season, basing the demand on the continuous hours of labor they are compelled to perform.

Captain Bradley has chartered his vessels to carry 50,000 tons of coal from Ashtabula to Port Arthur at $1.15 per ton. This is on a contract of the Youghiogheny Coal Company with the Canada Pacific Railway Company.

The Cleveland & Detroit Steam Navigation Line contemplates making a regular Saturday matinee excursion during the months of July and August. The company also intends to make a regular trip each week, probably on Thursdays, to Put in Bay.

Moore & Bartow have made the following appointments for their craft the coming season: Fairbanks, Captain Hugh Hastings; Jarvis Lord, Captain Dick Nevill; Tuttle, Captain S. Young; Smith Moore, Captain Smith Moore.

The lighter T. Hendrickson is being fitted up to go into the sand trade, for which she will be ready by next Monday. She has received on board a new engine and boiler, made by Manning of this city and a Syracuse wrecking pump. She will be commanded by Captain J. F. Brown.

W. E. Russell, President of the National Association of the Marine Engineers, who was in the city last week paid a visit to association No. 2 of Cleveland, where he delivered an address on the alien law, which was listened to with much interest.

Captain Ira Mansfield of Lorain, who is manager of O. Young & Co.'s coal docks at Amherstburg, has gone to take charge of the business. The company keeps best quality of coal and is on hand at all hours to furnish steamers. The new docks will be completed as soon as possible.

Marine authorities announce that on the opening of navigation the light heretofore shown from the iron tower at Genesee light-station, entrance to Charlotte harbor, Lake Ontario, New York, will be exhibited from the wooden-framed structure recently erected on the outer end of the west pier. The characteristics of the light remain unchanged.

The barge H. P. Baldwin is on Smith's drydock receiving necessary repairs.

The schooner Southwest has been sold by Messrs. H. J. Webb & Co., to Thomas Axworthy for the sum of $5,000. She will be run by the purchaser in the coal trade between this port and Detroit.

The City of Detroit on the passage yesterday, leaving Detroit at 10:30 o'clock and arriving here at 6:15, experienced no trouble from ice. She will take on merchandise and start on her return at 9 o'clock this evening.

In the case of Frederick Botson against the tug John Martin, in which a decree was rendered in the United States District Court for the libelant for $85.42 on the 19th of March last, on motion of the respondent the court has set aside the decree, good cause having been shown therefor.

A decree has been rendered for the libelant in the case in the United States District Court of Francis M. White against John Gerlach for the sum of $24 73. The action was brought to recover $116, the balance claimed to be due as wages while libelant was acting as cook aboard the schooner John E. Gilmore from March 18, 1882, to January 26, 1883.

DETROIT.

Special to the Marine Record.

DETROIT, April 1.

On Thursday morning the 3d inst. you will have lying at your dock the steamer City of Detroit, her first voyage of the season, that is, should nothing unforeseen transpire in the meantime, as arrangements to that end have been carried out by the agency here. This will be two weeks earlier than last year, which was on the 17th, the steamers traversing the entire season without loss of life or accident.

On Saturday last, at 3 p. m., the launch of the new steamer which has been in process of construction during the winter at the Springwell's shipyard in this city, took place and was, in every respect, a complete success. There was a fair attendance of spectators and the weather was all that could be wished for. She was christened the J. W. Averell, and without spreading before your readers a tedious outline as to the size of her frames, how far they are apart, beside the usual phantasmagoria given throughout a whole column, I will simply state she is a staunch built craft answering to the following dimensions: Length of keel, 244 feet; breadth of beam, 37 feet; depth, 16½ feet, and will measure, according to the old tonnage, 1,568 tons, and her cost, when completed, will not be far from $70,000. These figures will, of course, vary some from the correct ones, yet they will not be far out of the way. Mr. Edward T. Peck has had the entire supervision in building this fine vessel, and there can be no question that the work has been most faithfully carried out. On Monday she was towed to the Detroit drydock to receive her boilers and machinery and for final completion. The Averell bears a strong resemblance to the Walter L. Frost, built last year by the Detroit Drydock Co., and will ply on the same route with that steamer, viz., Chicago and Ogdensburg.

There will be five steamers running this season in connection with Ward's line to Lake Superior, arranged with the following appointments: Propeller Osceola, Captain M. H. Murch; propeller Samuel F. Hodge, Captain Joseph P. Cottrell; propeller Toledo, Captain W. H. Campan; propeller St. Paul, Captain Sid Scott, and Northerner, Captain A. M. Shephard. The steamship J. W. Farwell will be sailed by Captain A. A. Cox, the consort barge J. H. Rutter, Captain Geo. Follins; barge Shawnee, Captain D. Cadotte, and J. Godfrey, Captain Harry Rose.

Candler Bros. line has been arranged as follows; Steamship Chauncy Hurlbut, Captain P. Bassett; engineer, I. Bassett. Steamer Mineral Rock, Captain H. Mercure; engineer. J. Eddy. Schooner Senator, Captain Chas. Anderson; barge Sam Bolton, Captain J. Lemay.

The Inter Lake Transportation Company's boats are officered as follows: Steamer S. J. Macy, Captain M. W. Gotham; engineer, Charles Ecliff. Schooner John Burt, Captain James E. Gotham; schooner Ishpeming, not yet provided for.

Michigan Navigation Co.—Steamer Thos. W. Palmer, Captain Frank Bayless; schooner Ogarita, Captain Geo. Lindsay; schooner E. L. Coyne, Captain John Bourkland.

N. W. T. Co.—Steamer Minneapolis, Captain James Fraser; steamer Forest City, Captain C. H. Bassett; steamer R. J. Hackett, Captain C. C. Allen; Wm. McGregor, Captain James Sanders; schooner H. H. Brown, not provided for.

A. Chesebrough's vessels will be sailed as follows: Propeller Pacific, Captain C. L. Wilson; schooner Canton, Captain H. Berlin; tug O. Wilcox, Captain David Girardine.

Ohio Central Barge Co.—Steamer Iron Chief, Captain D. B. Millen; Iron Duke, Captain Thomas Honor; Iron Age, Captain George Miner; W. T. Graves, Captain Frank Danger; schooner Iron Cliff, Captain Wm. Millen; Iron State, Captain George Stetphin; Geo. W. Adams, Captain Geo. Manning; David Dows, no master yet.

There is no end to appointments of a minor degree which, in due time, will receive attention.

The propeller City of New Baltimore, from Marine City, arrived here on her first trip of the season Thursday last, and is now making regular trips on alternate days. The steamers on the Detroit and Sandusky route will commence plying next week.

The propeller Gazelle, owned here, has been chartered to ply as an excursion boat to and from Chicago.

The steambarge Merrimac, which heretofore has been a towbarge, will on the opening of navigation leave for Lake Michigan, to ply between Chicago and Escanaba in the ore trade.

Morgan & Rice on Saturday sold the steambarge Henry Howard to B. Hoose and John Miner for $9,000. Captain Miner will sail her, while Captain Hoose will look up business on shore.

A gentleman just arrived from the Straits says that notwithstanding all reports to the contrary, the ice is solid as ever, and on Monday, when he left, it was snowing, while the steamer Algomah was trying to effect a landing.

Captain Henderson, with his vessel, the schooner Smith & Post, contemplates sailing for Alpena some day this week to obtain a cargo of lumber for Detroit. Time and money can both be saved by abandoning the undertaking for the present at least, as it is doubtful if even a steamer could reach as far as Point au Barques, in consequence of large fields of ice, yet there is nothing like perseverence in some things at least. Ice in considerable quantities has been passing here from Lake Huron for a week past, at times sufficient to impede the movement of boats crossing the river. The tug John Martin, en route from Malden, was stuck in the ice for three hours.

The many friends of Captain George B. Dickson, inspector of hulls at Buffalo, were saddened to learn of his untimely death on Monday, after an illness of only three days, at the age of 53. For sometime he was in command of steamers plying to lakes Superior and Michigan, latterly the propeller China.

Murphy Bros. have made the following appointments: Tug Balize, Captain W. H. Hutchinson; W. A. Moore, Captain Thos. D. Quinlan; Gladiator, Captain C. M. Swartwood; A. J. Smith, Captain George McCullough; Kate Williams, Captain W. Moore; Kate Moffatt, Captain Ben Mosher; Charles Kellogg, Captain J. M. Johnson; Michigan, Captain John Tobin; schooner H. Bissel, Captain R. H. Songhurst, schooner H. W. Johnson, Captain W. Johnson.

The propeller Passaic is having her boilers thoroughly overhauled, beside other repairs.

The steamer Idlewild, it is stated, will commence plying between Detroit and Port Huron on Monday next.

The lighthouses at the head of Belle Isle and on Windmill Point are in full blast for the season.

It is intimated that the steamer Evening Star will ply between Detroit and Toledo this season

C. W. Ganthier, of this city, is having a tug built at Wallaceburg, Ont., for fishing purposes.

The crib for a new lighthouse at Morgan Point is being constructed above Malden and forty men are emplyed in the work. It is for the guidance of vessels entering the Detroit river and will be in readiness in three weeks. The lightship which has been stationed there will be placed on Colchester reef.

The steamer C. J. Waite arrived here on Monday from Toledo, the first trip this season.

Later—With the aid of dynamite the Algomah was enabled to reach Mackinaw Monday evening, forcing through ice two and three feet thick.

Captain Venn, of the barge Lillie May, is very ill with rheumatic fever.

Charters are as follows: Schooner Wayne, wheat to Buffalo, 5c, also Middlesex and Geo. M. Case, same rates; propeller J. Pridgeon, Jr., 4½c; steambarge Annie Smith and schooner J. C. King at 4c. The above rates include winter storage of 2c. J. W. H.

MT. CLEMENS.

Special to the Marine Record.

The steambarge built by Messrs. Chapton & Lacroyx was successfully launched on the 26th of March, bearing the name of City of Mt. Clemens. Her dimensions are: Length over all, 116 feet; keel, 106 feet; beam, 23 feet; depth of hold, 7 feet. Her keel is 14 and sister kelson 12 inches; double frames with five-inch ceiling, edge-bolted with 5/8 iron twenty inches apart. Her planking is 2½ inches thick; deck beam, 6x8. Her cab-

[*Continued on 4th page.*]

MARINE LAW.

DAMAGES FOR COLLISION.

U. S. District Court, New York, Oct. 19.

Before Judge Brown. A decision was rendered in the action brought by George Denslow against the steam tugs Uncle Abe and Samuel J. Christian to recover damages for injuries to libellant's canal boat Walt Clark, on the afternoon of November 10, 1880, by collision with the Uncle Abe on the East river, between 300 and 400 feet off Pier 3. The Walt Clark was one of a large tow which had been brought down the North river from Albany, and had arrived near the customary place for breaking up the tow. She was near the tail of the tow and alongside the canal boat Dillenbeck, which latter had previously engaged the tug Christian to take her back to the North river. The Walt Clark broke loose from the tow and made fast to the Dillenbeck, telling the captain of the tug Christian that he wanted to be towed back to the tow ahead, but no answer was given. In the meantime the Uncle Abe, with two barges in tow, came around the Battery and a few moments later the collision occurred.

Judge Brown, after reviewing the evidence, says that by rule 19 the Uncle Abe was bound to keep out of the way. The primary cause of the collision was the Uncle Abe approaching the Albany tow and the tug Christian so closly on the shore side, in the endeavor to keep within the eddy by the shore as long as possible, to avoid the strong ebb tide further aft, instead of going outside and astern of the Christian. For violating the rules, the Uncle Abe must be held liable The Court dismissed the libel against the tug Christian, and divides the damages between the Walt Clark and Uncle Abe, and gives the libellant judgment for one half her damages and costs.

COLLISION CASE.

U. S. District Court, New York, Oct. 22.

Before Judge Brown. Louis Du Quille, owner of the schooner Clotilde, against the lighter Greenpoint, for the recovery of damages by collision, December 4, 1880. The Clotilde was moored bows down stream alongside the bulkhead at Hunter's Point, East river, New York, and the Greenpoint at the same time was moored next above the schooner, with her bows up the river. The steamboat Sylvan Stream passed up the river about 4 P. M., at full speed, within a hundred feet of the bulkhead, and through the swell of the waves thus caused the sterns of the two vessels above named to collide, by which the stern of the libelant's schooner was greatly damaged. Judge Brown rendered a decision in this case October 22, in which he says: "The place where these vessels were moored being one where steamers are in the habit of passing frequently, both were bound to take all necessary precautions against injury to each other from the ordinary commotion of the water thereby occasioned, and from the liability to surging and swaning from their positions." The wharfinger had ordered the boats to be moved. The Court holds the schooner in fault for having moored so near the lighter. The lighter was moored where she was directed; the schooner had abundant room below, was requested to move farther off and no reason existed for her not doing so. In the rise and fall of the tide some play in the position of the lighter was unavoidable, except by constant changes of the lines, which the schooner had no right to impose. His Honor says the evidence establishes the fact that the lighter's lines either slipped or else had become slackened, or were not properly secured. He holds that neither exercised caution or vigilance necessary to avoid injury to each other, and says the libellant is entitled to one-half his damages, with costs.

LIBEL FOR COAL FURNISHED A STEAMER.

United States District Court, Boston. Oct, 11.

Before Judge Nelson. Bernard, White & Co. vs. the steamer Secret; the Massachusetts loan and trust company mortgagees, intervenors and claimants.—Libel for coal furnished by the libellants to said steamer in November, 1882. The libellants were of New York and Philadelhpia, but had an agent in Boston. The steamer belonged to the Hathaway steamship company, a British line, late running between Boston and Yarmouth, N. S. The steamship company failed in May, 1883. In January, 1883, the steamer was morgaged to the Massachusetts loan and trust company, which had no notice of the bill for money then advanced and payable in sixty days. In March, default being made in payment of the debt, the loan and trust company took possession of the steamer and held her till she was sold by the United States marshal under a libel brought subsequently to this libel.

The loan and trust company resisted this libel on the ground, first, that the coal was sold on credit; second, that the credit was given to the Hathaway steamship company, and not to the vessel; third that the libellants were guilty of laches is not seasonably enforcing their lien. There was a hearing some time since, and the libel has now been dismissed on the third defence set up by the loan company. In an oral opinion, Judge Nelson said in substance: The Massachusetts loan and trust company mortgagees had no notice of the claim of the libellants at the time of the advancement, and first received notice in May, 1883. Four months from the time credit expired this bill is filed. The vessel has been in the harbor exposed to the enforcement of this lien all this time. The Hathaway steamship company were in a condition to pay up the 1st of May, when it failed. There have been laches on the part of the libellants, and the defence by the loan company is well grounded. There has been no effort made by the libellants to collect beyond frequent "dunning," and it appears that if the libellants had proceeded seasonably they would have got their money, at least they would have put the trust company in such a situation that the latter would have insisted on payment. Thus in all probability the libellants would have received their pay from the Hathaway company. The lien of the libellants cannot prevail against the mortgages, because the libellants made no effort to enforce their claim and so it must be postponed until after the payment of the mortgage, especially as the trust company were probably assured that no previous lien existed against the property.

The libel was accordingly dismissed with costs.

GENERAL NEWS.

DURING the twelve years from 1871 to 1882, the number of lives lost by disasters to British ships was 38,722, of whom 35,660 were crew and 3,062 passengers.

Negotiations now proceeding in England with regard to the merchant shipping bill indicate that a conclusion will be reached satisfactory to ship-owners, while the main purpose of the bill will be preserved.

Mrs. Captain Miller, the woman whose application for a pilot's license has of late created so much comment, has entered upon her new vocation as master of a Mississippi river steamboat, the report of the New Orleans local inspectors showing that she has paid her fees and obtained a license for her boat.

A man by the name of Traynor intends to make a trip from New York to Bristol, England, in a row boat. This marine 'crank" is now at Bath, Me., with his boat, but he intends to leave New York City in June on his perilous voyage. The boat is 13 feet long on the bottom, 17 feet on top, 5 feet wide and 22 inches deep. Her owner purposes to row at night and sleep during the day. He expects to be between three and four months in making the trip.

CHICAGO elevators have 12,770,000 bushels of wheat, 6,290,356 of corn, 1,605,029 of oats, 1,772,902 of rye and 249,596 of barley, making a total of 22,687,973 bushels, against 22,495,860 bushels a year ago. There are also 1,096,103 bushels of grain stored in vessels in the river, mostly corn. The whole of what is called the "visible supply" of grain in this country and Canada is given as 34,055,201 bushels of wheat ,15,396,662 of corn, 4,729,158 of oats 2,508,814 of rye and 2,034,109 of barley.

THE opening of navigation, which may be looked for in the course of a few days, if the present moderate temperature continues, is a boon which a great number of people desire to see. Bustling activity will then prevade the quarters which have during the past three months been dull and lifeless. The shippers, coal and iron ore men, lumber dealers and tugmen and others long dormant will resume operations.

A certificate incorporating the Rapid Steamship Company was filed on March 13th in the office of the county clerk, New York. The company is organized with a capital stock of $250,000, divided into 2,500 shares of $100 each. The corporators are John Roach, John W. Handren, Alexander Sanger, George H. Reynolds and Miers Coryell. The objects of the company are for building steamships, steamboats and other vessels, especially auxiliary screw propelling power to that already employed, calculated greatly to increase the speed of vessels.

REPRESENTATIVES of all hull insurance companys doing business on the lakes have been in conference at Buffalo during the past week and a harmonious conclusion was arrived at, which will allay the war that obtained last season and which proved quite ruinous to a number of the companies. The question of tariff was referred to a committee and their report was unanimously adopted by the meeting. It is graduated on steam and sail vessels according to their class and valuation, a low priced vessel being made to pay a higher rate than a high priced one of the same class, however. This rule is based as the theory that it costs about as much to release a small low priced vessel as it does a large high priced one.

The President sent a message to Congress on the 26th of March recommending that appropriations be made at the present session toward designing and commencing the construction of at least three additional steel cruisers and four gun boats, recommended by the Secretary of the Navy, the cost of which, including their armament, shall not exceed $4,283,C00, of which sum one-half should be appropriated for the next fiscal year. The President says the Chicago, Boston, Atlanta and Dolphin have been designed and are being built with care and skill, and there is every reason to believe they will prove creditable and serviceable modern cruisers. The technical details, he thinks, are properly left to experts, comprising the naval advisory board. He is unwilling to see the gradual reconstruction of naval cruisers delayed one full year for any unsubstantial reason. The President also declares that appropriations should be made without delay for furnishing four double-turreted monitors and for procuring their armament.

DETROIT & CLEVELAND NAVIGATION CO.

Special Correspondence Marine Record.

DETROIT, March 26.

The Detroit & Cleveland Navigation Co. will commence opening of the route this season on April 2d, by the departure of the steamer City of Detroit, and the Northwest as soon after as she can be got ready. The first departure last year was on April 17th. The route was first inaugurated in 1850, the boats plying that year being the Southerner, Captain L. A. Pierce, and the Baltimore, Captain G. W. Strong; in 1851, the Southerner, Captain L. A. Pierce, and Baltimore, Captain H. W. Vorce; 1852, steamer Forest City Captain Pierce, St. Louis, Captain Hopkins' and the Sam Ward, (part of the season) Captain M. H Eastabrooks; 1853, steamers Cleveland, Captain J. R. Howe, and May Queen, Captain R. G. Evans; 1854, steamer Cleveland, Captain C. C. Stanard, and May Queen, Captain Evans; 1855, steamer Ocean, Captain C. C. Blodgett, and May Queen, Captain Evans; 1856, Ocean, Captain Blodgett, and May Queen, Captain E. R. Viger, City of Cleveland, Captain J. M. Lundy; 1857, Ocean, Captain Evans, May Queen, Captain Viger. The same steamers and masters filled the bill until 1862, when the City of Cleveland, Captain Evans, and May Queen, Captain Viger, plied the fore part of the season, when the new steamer Morning Star came on the route in command of Captain Viger. Captain Evans died in July of this year. In 1863 steamer May Queen, Captain Wm. McKay, and Morning Star, Captain Viger, were on the route. This arrangement continued until 1867, when the R. N. Rice, (new) Captain McKay, took the place of the City of Cleveland. The Morning Star, Captain Viger, was sunk in midsummer of this year by a vessel on Lake Erie, and the vacancy was supplied by the steamer Northwest, Captain Viger. There was no further change of boats or masters until 1874, when Viger died in November of that year and his place was filled by Captain D. A. McLachlan. The Rice was burned at Detroit in June, 1877, and her place supplied by the steamer Saginaw the remainder of the season. In 1878 the steamer City of Detroit (new,) Captain McKay, and Northwest, Captain McLachlan, took the route. The same steamers and masters remained until last year, when Captain McKay was superseded by Captain McLachlan, of the Northwest, and the latter boat was commanded by Captain Dugald McLachlan, which arrangement will continue the present season. The first two years of its organization the agency was held here by John Chester & Co., then by Pittman, Trowbridge & Jones up to 1855; Trowbridge & Jones up to 1858; Vigarous Jones up to 1861; J. W. Keith to 1865; and Keith & Carter up to 1867, since which period David Carter has been the general manager. From and after 1853 L. A. Pierce was the manager at Cleveland, and up to the time of his death, which occurred June 20, 1881, after which T. F. Newman assumed the management, which he still holds. J. W. H.

VESSEL OWNERS IN COUNCIL.

The Chicago Vessel Owners' Association held a meeting on the 26th of March in the committee room of the Board of Trade. There was a fair attendance. The officers are as follows: President, Wiley M. Egan; vice-president, A. G. Van Schaick; treasurer, C. W. Elphicke; secretary, F. B. Higgie. The following board of directors was elected: Wiley M. Egan, Thomas Hood, George C. Finney, J. H. Keith, C. W. Elphicke, A. A. Carpenter, A. G. Van Schaick.

At a future meeting of the board of directors new officers(for this year) will be elected and an executive committee chosen, and the latter will arrange for a shipping office for sailors and appoint a shipping master. The present secretary and shipping master-Captain F. B. Higgie, will doubtless be re appointed.

When the election of directors had been completed a number of speeches were made protesting against the plan on which the hull insurance companies have organized, and "the wholesale and unjust discrimination." In this plan there was, according to the speeches, great and unjust discrimination against sail vessels in favor of steam; then there was the grossest discrimination in favor of high-valued large vessels against medium-sized craft, even of the same standard class; and, finally, there was such shameful discrimination against B1 vessels that the owners of such craft might as well have them laid up, for they could not compete with the other craft and pay insurance levied at the rate of 9 per cent. when other craft got rates at 5½ and 6 per cent. The following resolution was offered and unanimously adopted:

Resolved, That a committee of three be appointed by the chair to consider the feasibility of taking action on the question of sail vessel insurance, as said to have been fixed by a convention of marine insurance representatives, held in Buffalo March 223, with a view of obtaining justice for said sail-vessel interest.

The chair appointed Messrs. J. L. Higgie, Thomas Hood and James S. Dunham as the committee asked for. These gentlemen will confer with vessel owners generally. Whether they will finally confer with the underwriters is not yet decided upon. The owners simply will not give the insurance people any such terms as they ask. Insurance is not yet placed, and they are in a position to force the companies to be reasonable. The effort will be to induce all owners to unite in a stand against the discriminating plan adopted, and let the insurance companies, as they desire insurance business, come to the vessel owners for it and bring reasonable terms with them. The owners urged that the companies were reckless in their war on each other last season and had lost heavily—many of the losses have not yet been paid—and now they turned around, organized, and proposed to put the screws on vessel owners, but owners would not put up with it. One of the owners, who has a habit of very often predicting things that come true, said: "If those companies think vessel owners are going to pay any such rates and allow any such discrimination they are very much mistaken. But I think there is a 'dark horse' movement in all this. One or two of the fly agents have gone into this plan and the companies have tied themselves up to it and in a short time it will be discovered that these fly agents have gone around the lakes and taken the cream of the hull business at reasonable figures. Just mark me and see if bad faith does not crop out after awhile."—*Inter Ocean.*

A $20 BIBLICAL PRIZE.

The publishers of Rutledge's Monthly offer twelve valuable rewards in their monthly for April, among which is the following:

We will give $20 to the person telling us how many words there are in the Epistle of Jude, as recorded in the New Testament Scriptures (not the New Revision,) by April 10, 1884. Should two or more correct answers be received, the reward will be divided. The money will be forwarded to the winner April 15, 1884. Persons trying for the reward must send 20 cents in silver (no postage stamps taken) with their answer, for which they will receive the May Monthly, in which the name and address of the winner of the reward and the correct answer will be published, and in which several more valuable rewards will be offered. Address Rutledge Publishing Company, Easton, Penn.

ANCHOR LINE APPOINTMENTS.

The following appointments of captains and engineers of the Anchor Line have been made for the season of 1884:

Propeller India—Edward Mooney, master, J. E. Smith, engineer.

Propeller China—Angus McDougal, master; Tohn Wise, engineer.

Propeller Japan—Martin Niland, master; Charles Ogg engineer.

Propeller Winslow—Wm. W. Smith, master; N. J. Warner, engineer.

Propeller Arizona—Robert Smith, master; John Miller, engineer.

Propeller Clarion—H. A. Sisson, master; James L. Walker, engineer.

Propeller Lehigh—Daniel Coughlan, master; George Wise, engineer.

Propeller Philadelphia—John Leonard, master; George Campbell, engineer.

Propeller Alaska—Michael Riley, master; Theo. F. Patrick, engineer.

Propeller Lycoming—James Todd, master; Henry L. Miller, engineer.

Propeller Conemaugh—Joseph Corcoran, master; A. E. Welch, engineer.

Propeller Delaware—Charles Christy, master; William Erskine, engineer.

Propeller Conestoga—George L. Hogg, master; D. Sullivan, engineer.

Propeller Juniata—Patrick O'Neil, master; John J. Killilee, engineer.

Propeller Wissahickon—S. E. Chatterson, master; Fred Potts, engineer.

Propeller Annie Young—Thomas Casey, master; John Findlay, engineer.

Propeller Gordon Campbell—Daniel Murphy, master; George Blinebry, engineer.

Tug Erie—E. F. Christian, master; John McMahon, engineer.

Schooner Alleghany—Charles H. Wilson, master.

Schooner Schuylkill—George Blair, master.

Schooner Annie Sherwood—John McCarthy, master.

SAFETY FOR SAILORS.

The following resolutions were unanimously adopted at the last meeting of the Chicago Seamen's Union:

WHEREAS, We deem it the duty of the United States Government to make suitable laws for the prevention of unnecessary danger in a dangerous vocation under Federal jurisdiction; and

WHEREAS, The bill now pending in the United States Congress known as the "Foran shipping bill" for the better protection of American seamen, is a measure of long-delayed justice; therefore be it

Resolved, That we urge Congress to consider, as soon as possible, the aforementioned bill, which we believe to be absolutely necessary for the safety of the lives of American seamen, and will assuredly do away with a large percentage of the unnecessary destruction of life and property occurring annually on these "inland seas," through the ignorance and avarice of unscrupulous vessel owners.

Resolved, That we appeal to all workingmen and to the citizens in general, to use their influence in urging Congress to pass this bill, securing to seamen and passengers, who are forced to travel on the lakes, the same protection to life and health that citizens on land have already secured under the laws of the State of Illinois and of the general Government.

President Powers, of the union, is at the head of a committee now in Washington looking after this bill, and urging its passage. They have been heard in committee.

THE UNION ELECTIONS.

The usual spring elections at the various branches of the union along the lakes have just taken place. Presidents elected are as follows: At Milwaukee, Joseph Bernard; at Buffalo, Wm. Thomas; at Cleveland, Peter Lynch; at Detroit, Andrew Forbes; at St. Catherines, John Carey. At Toledo, Oswego, Kingston, Port Hope, and Toronto the results have not yet been announced. Nominations in Chicago are made the first Tuesday in April and the election occurs the second Tuesday in April.

A CITY FIRE TUG.

James S. Dunham, the well known tug-owner of Chicago, has done at his own private expense what will prove a great benefit and protection to the city in case of fire among the shipping in the harbor, or in the lumber yard district, or indeed anywhere along the line of the river, twisting and ramifying as it does through the heart of the city and to the extreme suburbs south, southwest, north, and northwest. He has furnished the tug A. Mosher, one of his line, with a powerful rotary pump and fitted her out as a fire tug, and she will be on hand when ever an emergency demands her presence. The need of such a precaution against fire in the harbor has long been felt. The city refused to bear the expense, and Mr. Dunham has done it out of his own pocket. The Mosher can throw a stream of water as well, and better, than any of our city fire engines.

Mr. Dunham has also furnished three steam pumps for wrecking purposes, and yesterday let a contract with Miller Brothers, the ship builders, for the building of a large, powerful seagoing tug to be used for wrecking expeditions. She will be built on plans obtained from Kirby, of Detroit, and will have an engine 22x26.

Geo. B. Carpenter & Co.,
Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all Descriptions.

MANILA ROPE OF THE VERY BEST MAKE
Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,
CHICAGO, ILL.

MARINE DIRECTORY
Of the Great Lakes.

R. L. POLK & CO.,
The Well-known Directory publishers, 40 Larned-st, West, Detroit, will have ready for circulation by the opening of Navigation, a Complete Guide to the
MARITIME INTERESTS ON THE LAKES.

FOR SALE
TWO FISHING TUGS.
Both well adapted for fishing boats or tugging. Following are the dimensions of No. 1: Length, 49 feet; breadth, 11 feet; depth, 5 feet; engine 10x12; new steel boiler; built in 1882. Price $3,500, cash.
No. 2: Length, 42 feet; breadth, 12 1-2 feet; depth, 5 feet; built in 1881; engine 14x14, new boiler. Price, $4,000, cash.
Also one double marine engine 14 1-2x20 inches; 7-foot Philadelphia wheel; in A1 condition. Price, $1,300 cash. Address MARINE RECORD OFFICE.

FOR SALE,
STEAMBARGE MILWAUKEE.
Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

FOR SALE,
A Fine Harbor Tug.
Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,600, and must be sold inside of sixty days. Address MARINE RECORD OFFICE.

FOR SALE,
CANAL SCHOONER.
One of the best canal schooners on the lakes, sound in every particular and straight A2. Capacity, 600 tons iron ore or 21,000 bushels of wheat. Can be purchased for $8,500. One-third to one-half cash, balance on easy terms. Address MARINE RECORD OFFICE.

TO PRESERVE THE HEALTH
Use the Magneton Appliance Co's
Magnetic Lung Protector!
PRICE ONLY $5.
They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.
CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes. Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one-twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY INVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.
HOW TO OBTAIN This Appliance. Go to your druggist and ask for them. If they have not got them, write to the proprietors, enclosing the price, in letter at our risk, and they will be sent to you at once by mail, post paid.
Send stamp for the "New Departure in Medical Treatment WITHOUT MEDICINE," with thousands of testimonials
THE MAGNETON APPLIANCE CO.,
218 State Street, Chicago, Ill.
NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try a pair of our Magnetic Insoles, and be convinced of the power residing in our Magnetic Appliances. Positively *no cold feet where they are worn, or money refunded.*

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

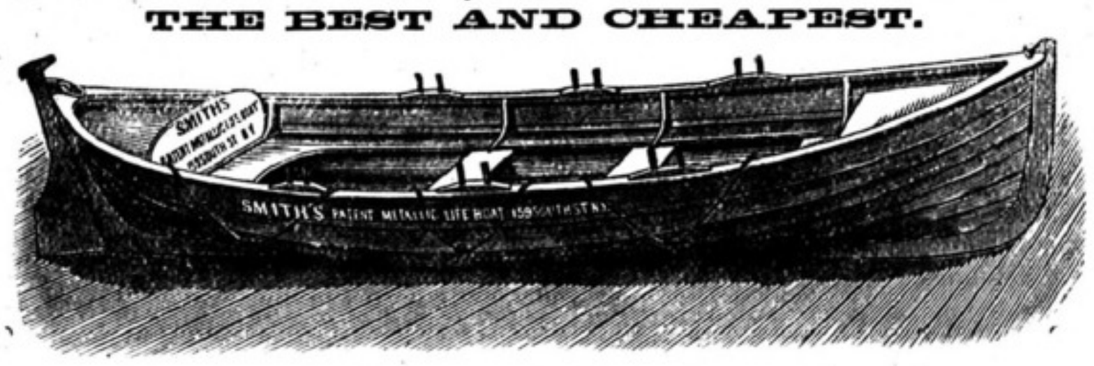
GLOBE SHIPBUILDING CO.,
Builders of Iron and Steel Vessels of every Description.
OFFICE AND WORKS,
OLD RIVER ST., CLEVELAND, O.

SIGNAL LAMPS,
—WITH—
Patent Fluted Lens And Perfect Colors.
GET THE BEST & AVOID COLLISIONS.
These Lamps give a more brillant light than any Signal Lamp now in use.
They have been adopted by the principal Ocean and Lake Steamers and Vessels, and are for sale in the principal ports on the Atlantic coast and lakes.
French Wrought Iron Ranges and Broilers for Steamers and Hotels. Manufactured by
Felthousen & Russell,
Send for catalogue. 139 & 141 MAIN ST., BUFFALO, N. Y.

ST. MARY'S OHIO. MONTPELIER, OHIO. *OAR FACTORIES.* BRECKENRIDGE, MICH CARROLLTON, MICH
DE GRAUW, AYMAR & CO.,
MANUFACTURERS AND IMPORTERS OF
Cordage, Oakum and Anchors,
Wire Rope, Chains, Oars, Blocks, Buntings,
RUSSIA BOLT-ROPE, FLAGS, COTTON & FLAX DUCKS,
Marine Hardware and Ship-chandlers' Goods Generally.
34 and 35 South-st, New York.

If You Want the Best STEAM PUMP
For Mining, Railroad or Steamboat use, Paper Mill, Chemical or Gas Works Tannery, Brewery or Sugar Refinery, Draining Quarries, Cellars or Plantations, Irrigating or Hydraulic Mining, Sinking Foundations, Coffer Dam, Sewer, Well Sinking and other Contractors' Work, or Raising Water for any kind of Manufacturing or Fire Purpose, write for an illustrated descriptive book on the NEW PULSOMETER, containing greatly reduced prices, hundreds of testimonials, etc. Mailed free. Prices 100 per cent. lower than other. Every pump tested before shipment and guaranteed as represented.
ECONOMY AND EFFICIENCY UNEQUALED.
Pulsometer Steam Pump Co., 83 John St., New York City, U. S. A.
See Prices next issue of this Paper.

SMITH'S PATENT METALLIC LIFE BOATS,
THE BEST AND CHEAPEST.



SEND FOR PRICES TO
SMITH'S BOAT WORKS, 159 South Street, New York.

T. E. WILSON,
SUB-MARINE DIVER.
All Kinds of Water Work
DONE PROMPTLY TO ORDER
HEADQUARTERS,
Upson & Walton's, River Street,
Or, 137 Hermann-St, Cleveland, O.

Phœnix Paint Co.,
MANUFACTURERS OF
ELASTIC
MIXED PAINTS.
OFFICE AND FACTORY
36 Michigan St., CLEVELAND, OHIO.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure. Don't delay. Start now. Address STINSON & Co., Portland, Maine.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00

Invariably in advance.

The MARINE RECORD can be found for sale at the following places:

Joseph Gray, No. 284 South Water street, Chicago.
C. Rohmer, Michigan street Swing Bridge, Buffalo, New York.
D. McMasters & Co., Sarnia, Ontario.
Wm. Godley, Escanaba, Michigan.
J. E. Somerville, Manistee, Michigan.

Articles, letters and queries on all subjects are solicited.

☞ The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

BRANCH OFFICE, 242 SOUTH WATER STREET, CHICAGO.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

Entered at the Post Office at Cleveland as second-class mail matter.

RIVERS AND HARBORS.

It is unfortunate for river and harbor improvements that bills appropriating money for this object should be more or less dominated by wire pullers and politicians. There is no good in bewailing the matter for the condition is a natural outgrowth of our system of government and it cannot be helped. Nor is it the worst enemy with which navigation has to grapple. The policy of the rivers and harbors committee, according to the remarks of Chairman Willis to a delegation of southerners who waited upon him recently, would seem to be governed by the amount of support which its measures are likely to gain in the House of Representatives. In order to obtain this support, liberal overtures must be made to the South in the shape of Mississippi river appropriations. It will be remembered that the engineer's estimates called for a sum of forty millions of dollars as necessary to carry forward proper work. Considering that its duty to the country could be shown to advantage by a horizontal reduction, the committee cut down this just estimate to ten millions. Its next deference will be a political one, fully as glorifying to the public but more strenuous as an obligation to the political requirements, and that is to a division of this ten million dollars as a sacrifice to the great river into which it will be poured and afterward find its filtered way to the gulf stream, whose insatiable maw "hath stomach for it all." Mr. Willis says that the horizontal reduction from the engineer's estimates would not be made to apply to the Mississippi river, the work at Hell Gate and a few other works of great importance. The close work in allcting appriations will, however, knock the underpinning completely out of the Hennepin canal scheme for this session. Its supporters have not entirely lost heart, but their only hope seems to be in getting the canal tacked on to some bill as a rider in the last moments of the session. As we say above, the politicians are not the most formidable enemies of river and harbor improvements. Mr. Willis says the principal opposition to the bill "has been fostered by the New York newspapers in the interest of the railroads. The railroad companies are striving in every way to prevent the development of a system of waterways which would be a perpetual check upon their freight charges, and the most effective way of doing this, they think, is to excite prejudice against the river and harbor bill." If the railroad men feel so deep an interest in the matter, and it takes this malicious turn, the navigation people, if they hope to hold up their end, must resort to like measures in nullifying the prejudices thus raised against them.

CAPTAIN M. WYMAN died at Fair Haven, N. Y., a few days ago aged 95 years. He was a pilot on Lake Ontario under Commander Chauncey in the early part of the war of 1812.

HARBOR PILOTAGE.

It seems that there was at one time a disposition in Congress to take the control of the pilotage in the harbors in the country out of the hands of the states. A bill has been introduced which authorizes the examination of masters or mates by the United States local inspectors, and the granting to them, when found competent, of licenses to pilot their own vessels. This measure concerns lake men only in an incidental way; and there is but slight chance, considering the immense stock of bills now on the calender of the House, that it will be acted upon at all this session; yet it is proper that the good features of such a measure should be pointed out, in order that the bill may not be lost sight of in the future. Among its provisions is one that sailing vessels towed into or out of port by a steamer under charge of a United States pilot shall not be obliged to pay a state pilot when the services of such pilot are not needed. Since 1852 masters and mates of casting steam vessels have been permitted to act as pilots, but steamers and vessels engaged in foreign trade have been required to pay for a pilot whether one was needed or not. We see no reason why American vessels, officered by competent men, licensed by the United States inspector to perform the duties of pilot, should be obliged to pay for services which they do not require. Compulsory pilotage on our sea coast has been defended because it was thought to be in the general interest of owners to have an organized force of pilots constantly in readiness and that such force would not be fairly compensated for voluntary service, a ground illogical in itself, for vessel owners and others directly concerned in the safety of vessels and cargoes are the best possible judges of their own needs, and should be left free to exercise that judgment. Gauged by business principles, American vessel masters who are familiar with their own ports and waters, should not be required to pay a pilot force unnecessary fees in order that such force should be kept in existence and available for foreign vessel men. These rules say very plainly, let those pay who are forced to buy. If American sailors can pilot their own ships, in the estimation of competent examiners, let them be licensed according to the terms of this bill, and let foreign traders pay for their pilotage unaided by this tax on American shipping.

THE PATENT GRAIN SHOVEL.

Our friends of the grain shovel will no doubt have to give up the idea of getting their patent renewed this session of Congress. The Senate committee on patents considered the petition of the inventors some days ago but reached no conclusion. Not only this, but the committee seemed to regard the question as one they could not govern, on account of the opposition in the House, and consequently one which it would not pay to report to the Senate. This is another bill which owes its defeat to the influence of the railroad companies. Aside from the merits of the case, whether the patent on the shovel ought to have been extended or not, which, be it known, we are not now discussing, we would much rather have been enabled to refer its defeat to the influence of the navigation interests than to see it laid at the door of railroad corporations, whose influence, we are compelled to say, ramifies through too great a section of the globe for the comfort of all parties concerned.

THE railroads have sudceeded in getting into their chronic spring muddle over freight rates and we are inclined to the belief that it is done to disarrange the system of the vessel owners, who desired to make at least one profitable season for their ships, the prospects for which were good one month ago. By referring to another column it will be seen that the great lines of lake propellers between Chicago and Lake Erie and Lake Ontario, are now owned and operated by the railroads, the Commercial Line having gone out of existence.

MUCH adverse comment is made by vessel owners on the proceedings and new terms of the Buffalo combination of underwriters, and generally express the intention, in the large ports, of refusing to negotiate insurance. It is believed that some of the seaboard companies will this season take lake risks, which will obviate the necessity of sailing without insurance.

THE Detroit board of coucilmen has decided on an ordinance to fix a dock line for the entire river front. A line was established in 1857 which has never been lived up to, and it has been a doubtful question whether the city had this right or whether it was a matter belonging to the government. It has bas been ascertained, however, that the city control of the dock line.

MUCH uneasiness has prevailed in regard to the probable condition of the iron market the ensuing season. The general opinion now prevails, however, that prices have touched bottom, that quotations are firm and that with the opening of navigation the market will assume a strong and active tone under a steady and healthy demand.

THE disolution of the once proud Commercial Line has been announced, the Cuba having been sold to the Donaldson Brethers, the Colorado to Captain Maytham, and the Roanoke, Scotia, Russia, and Nebraska remaining in the hands of Mrs. Hamilton, but all of which will eventually be sold.

CAUTIONARY SIGNALS.

UNITED STATES SIGNAL OFFICE,
CLEVELAND, O., March 29, 1884.

The display of cautionary signals will be resumed on Lakes Erie, Ontario and Michigan on April 1st proximo. Notification of the resumption of cautionary signals on Lakes Huron and Superior will be given later.

The cautionary signal *i. e.*, a red flag with a black square in the center by day or a red light by night calls for caution in view of an approaching storm, and is so cautionary with reference to winds blowing from any direction.

A white flag with a black square in the center, shown above a red flag with black square in the center, by day, or a white light shown above a red light by night, is cautionary with reference to winds expected to blow from a northern or western direction, or off shore at or near the place at which it may be displayed.

The cautionary signals will be displayed from the roof of the National Bank building, corner of Superior and Water streets, from the flag staff at the life saving station and the cautionary signal ball from the Central Tug Office. Navigators and others interested will please take notice. WM. LINE,
Sergant Signal Corps, U. S. A.

RESOLUTIONS OF RESPECT.

At the last meeting of the Marine Engineer's Association, No. 2, March 21, the following resolutions of respect were adopted:

WHEREAS, It has pleased the Sovereign Ruler of the universe to remove from this life William Thompson, our worthy brother and co-laborer in the noble cause of elevating the standard of our calling; and

WHEREAS, It becomes us as brethern of this association to express in fitting language the sorrow we feel in the loss of our departed brother, therefore be it

Resolved, That we deeply feel the loss we have sustained in the death of him, who though removed from the transitory scenes of this life, still lives in the hearts and memories of those who loved him.

Resolved, That we tender to the bereaved relatives and friends of our diseased brother our heartfelt sympathy in this hour of affliction.

Resolved, That these resolutions be copied in the minutes of this association, and, as an outward token of respect to the memory of our departed brother, our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be sent to the family of our deceased brother and published in the MARINE RECORD.

JOHN SMITH,
Q. MILLER,
Committee.

O. N. STEELE, President.

IRON MARKET REPORT.

CLEVELAND, April 2.

The recent action of the coke syndicate will probably have the effect of increasing the cost of production of pig iron and will thereby cause a small advance in prices. The market the past week has been dull and unsettled, the demand not being so large as last week.

CHARCOAL PIG IRON.

Nos. 1 and 2 Lake Superior charcoal	$22 50@24 00
Nos. 3 and 4 Lake Superior	22 50@25 00
Nos. 5 and 6 Lake Superior	22 50@24 00
Nos. 1, 2, 3, 4, 5, Salisbury	34 50@36 00
Southern charcoal irons	27 50@32 00

Reported by E. L. Harper & Co., Cincinnati.

Trade is still dull. A few buyers are on the lookout for iron but do not find the furnaces ready to meet their views. It is expected that as soon as outside work may be done that there will be a reasonably good demand for iron in all shapes and kinds. So far prices are unchanged, but the season and general prospect are in favor of better prices.

We quote prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 25 to $23 25
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 50 to $17 00
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 25
" " warm blast	24 00 " 24 50
Lake Superior "charcoal" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 00 " 26 50

[*Concluded from 1st page.*]

in is well advanced and will be completed after the boiler and engine are in, both of which will be ready for delivery April 3d. The City of Mt. Clemens is intended for the lumber trade and will be ready May 1st. Captain G. Lacroyx will command her the coming season, with C. Dubry mate, Philip Thomas first engineer, and E. Thomas second engineer.

Navigation is open at this port.

A number of the craft will begin to run this coming week. The J. S. Ruby will make her first trip to Kelly's Island, Captain J. Ruby in command.

The Weston Line boats will be commanded as follows: The A. W., Captain Wm. Dulac; barge Jennette, Captain Peter Courtright; Elvina, Captain Charles Woodgrif; barge Fulton, Captain Peter Pelkey.

Captain C. Pringle will command the S. H. Johnson and will leave for Sandusky to load coal for Marine City. Captain Robert Furton will command the Handy Boy the coming season.

The steamyacht Pauline will be ready for an excursion next Sunday.

TOLEDO.

Special to the Marine Record.

The Wabash lake line of steamers comprising the John C. Gault, Captain G. W. Stoddard, the Russell Sage, Captain R. C. Goldsmith; the Morley, Captain Henry Root, and the A. L. Hopkins Captain Wetmore, are being put in thorough sea going condition under the superentendence of Captain Stoddard, ready for the opening of navigation.

Captain Thomas McCort aged 37 years, formerly of the tug Wm. E. Rooney, was buried at the Forest Cemetry on Monday, the funeral was attended by a large number of his friends by whom he was held in great respect.

M. J. Wilcox, ship chandler, will supply the schooner Atmosphere with new rigging and outfit. He will also supply the schooner C. B. Benson with some new sails, the scow H. C. Thacher with a new suit of sails and the schooners Delaware and Maumee Valley with some new sails.

The schooner Josephine, Captain George Rogers, owned by A. Chesborough of this port, is getting new deck, bulwarks and some stanchions.

Committee of prominent citizens and business men has been appointed to visit Washington in the interest of substantial improvements in the harbor of Toledo. The plan most favored is to construct a straight channel from opposite the city to the lake, ten miles distant, avoiding the present and tortuous channel, and providing a direct outlet, which will lessen the danger from spring floods increase the facilities for the large and rapidly-growing commerce of this port. The committee will proceed to Washington at once to present the matter to Congress, with a view of securing action at an early day.

A. Gilmore & Son, shipbuilders, have been busy during the winter months; they have given the schooner Atmosphere a thorough rebuild. The schooner William Shupe, Captain M. Christy is in their drydock and will have a thorough rebuild at once. They have built two fish scows and they are building a very handsome centreboard sloop yacht 37, feet long over all, 12 feet beam, 4 feet depth of hold; she will have a cabin about 5½ feet in height, which will extend 18 inches above the deck. She will be owned by some members of the Toledo yacht club and will be launched in about two weeks. They have also considerable other work on hand, comprising repairs to dredges, tugs and scows.

The steambarge Germania, owned by Maclaren & Sprague has had her engine overhauled and repaired and their barge the

H. C. Sprague, has had some general repairs.

Captain R. E. Patterson has purchased a one-half interest in the tug A. Andrews and will run her again this season.

Captain Brownie Chamberlain of Detroit will command the tug A. W. Colton.

The tug Crawford is being rebuilt by Hardy Brothers, her owners.

The tug A. W. Colton, the steambarge La Fayette and the new fish boat J. K. Secor were inspected on Tuesday by T. Fitzpatrick B. F. Stanard.

LUDINGTON.

Special to the Marine Record.

The past week has seemed like spring. The schooner Mercury, Captain Louis Sterling, is being painted and getting ready for business. The steambarge Marshall F. Butters has made one trip and is loading the second cargo for Chicago.

This vicinity was visited by a severe north easter on Saturday. Steamers F. & P. M. No. 1 and No. 2 are making regular or daily trips between Ludington and Milwaukee. No ice visible any where on their course.

The mills here seem in no hurry to make a start, the ice in Pere Marquette lake is still quite hard.

PORT CLINTON.

Special to the Marine Record.

W. J. Curtis is building a schooner on very fine lines. Length, 78 feet over all; beam, 21 feet; depth of hold, 6 feet. She will be launched in July.

David S. Nash is building for Bell & Co., fish dealers, a very fine fish boat 40 feet in length, 9 feet 6 inches beam, 3½ feet deep.

BUFFALO.

Special to the Marine Record.

The first of the canal scows which are being built for the State by James Mulhall, has been set afloat and is a very staunch and pretty craft.

Mr. Feltenhausen, of Buffalo, has bought the steamyacht Edward Hanlon.

Of the the steamers formerly forming the Commercial Line between Buffalo and Chicago, the Cuba was sold to Donalson Bros. for $85,000, Captain Gebhardt retaining one-eighth interest and the command. The Colorado, in her shattered condition by the boiler explosion on board, was sold to Captain Maytham for $16,000. She has not yet been repaired. The Roanoke, Scotia, Russia, and Nebraska are in the hands of Mrs. Hamilton, and will all be sold. The Lackawanna Company made bids on these boats, but their bids were so low that they could not be accepted.

The Lackawanna Company have the finest wharf in Buffalo, but as yet have no lake line. Old "Central Wharf" has been cleared off and is all owned now by the Lackawanna. That this company propose to have a lake line of steamers at an early day is clear and evident.

Smith & Davis paid $85,000 for the propeller Scotia.

Captain George B. Dickson, for over twenty-five years master of lake vessels and propellers, died at his residence in Buffalo, March 29. He was well known along the entire chain of lakes.

Messrs. Palmer & Benham, of Cleveland, were in the city yesterday.

ST. CATHERINES.

The steambarge D. D. Calvin and four barges has been chartered to take coal from Charlotte to Duluth.

Captain John Sullivan of St. Catherines, is to take charge of the steambarge Tecumseh the coming season.

The work is progressing rapidly on Captain Neelon's new composite boat. Archie McMaugh is to be her captain. She will be ready for launching at the opening of navigation.

CAPE VINCENT.

Special to the Marine Record.

The ice here is very poor and the channel from the mouth of the river to the head of Carleton Island is wide open.

The steamer Pierepoint is expected here soon, and navigation will soon be in full force.

Captains Sheley and Hinckley are busy getting their scows in shape for the season, and it is understood that Captain Hinckley has sold his scow and is about to build himself a new and larger one.

Captain P. L. Millen and Captain H. Howard are daily expecting orders to start for Detroit to take charge of the fitting out and work of the new boats building at the Detroit Drydock Company's yard.

It is supposed that the work on the new lighthouse to be built on the head of Carleton Island will soon begin.

SANDUSKY.

Special to the Marine Record.

F. W. Merrick, ship carpenter, is giving F. Groch's tug Myrtle a partial rebuild and thorough overhauling, comprising new frames and shelf pieces, new deck beams and deck and a new house. Her engine and boiler are also receiving a thorough overhauling and her boiler a covering at a cost of about $1,800.

The tugs Cal Davis and Annie Robinson, owned by Biemiller & Co., have had a partial rebuild and thorough overhauling.

The sideweel steamer Ella G., Captain J. G. Gillespie is receiving a new engine, the cylinder 18 inch bore by 4 feet stroke and new crown sheet, crown bars and flue sheet to her boilers. The engine is built by Klots & Kromer, under Captain Gillespie's superintendence and the work on the boiler by B. B. Kuhn.

The tug P. L. Johnson, Captain J. Hursley, is having a new fender rail, and general repairs. She will proceed to Detroit and go on the drydock and get her bottom calked and ironed for the ice. She will take on a steam pump there for wrecking purposes, and will go on to her station at Pequaming, near L'Anse, Lake Superior, about the 25th. The Johnson was purchased in January last by the Hebard & Thurber Lumber Co. from F. Groch, of this city. She will be renamed the Dan Hebard when she arrives at her new port of destination.

A. Mathers is making a complete set of new sails for the steambarge Westford and a number of sails for other vessels.

The schooner Wend-the-Wave, Captain James S. Ellis, is fitting out ready to start for Detroit with coal as soon as possible.

Captain W. P. Wheeler, who has been running the steambarge Red Jacket for Olemacher Brothers for the last four and a half years, will take command of the new steambarge building for them at J. E. Monk's shipyard.

The sidewheel steamer R. B. Hayes, Captain W. J. Slackford, has been strengthened and has received new bilge kelsons and a thorough overhauling. She has had a new water table to her boiler, and her boiler newly braced and strengthened. She commenced running on Monday.

The sidewheel steamer B. F. Ferris, Captain A. J. Fox, commenced running on April 1st.

The steambarge Ohio, Captain J. C. Estes, has had a new rail, a general overhauling and a re-calking. The barge Ryan, Captain Walker, has been refastened and had a general overhauling. The steambarge Yosemite, Captain Wm. Neil has had a general overhauling and refastening. The schooner Emeu, Captain John Hern, has had extensive repairs, recalking and some new canvas. The steambarge Sakie Shepherd was on J. E. Monk's drydock and got her wheel tightened and her bottom painted. The schooner Irene, Captain W. W. Collins, has been getting new catheads, stanchions, hatch combings rails and calking.

On Saturday, about 8 p. m., the tug Annie Robinson went ashore on Cedar Point and immediately filled. She had the barge Garfield in tow at the time and was taking her from Kelley's Island to Sandusky. A tug went to her assistance from Sandusky, on Sunday, with a pump and lines.

The sidewheel steamer Jay Cooke, Captain Geo. A. Brown, is being fixed up ready to start on excursion trips to the Islands about the 5th of April.

The sidewheel steamer P. H. Walter, Captain J. Weidenhofer, has been having some repairs and a new smokestack, and will commence running in the stone trade between the islands and Toledo at once.

MANITOWOC.

The schooner C. H. Burton, which went on the rocks at Bailey's Harbor and nearly proved a total loss, will be the next placed in drydock for a thorough rebuild. She will have an entire new bottom, new frames, new keel, new stanchions and rail. The Burton was rebuilt from the hull of the old schooner Glenbulah, which was burned at Chicago during the great fire.

The repairs and rebuild on the upper works of the propeller Menomonee of the Goodrich Line are rapidly approaching completion.

Since the close of navigation there have been thirty-eight transfers of vessel property aggregating $262,780 recorded at the Milwaukee custom house. In the custom house at Chicago there were thirty transfers, aggregating $148,590.

Rand & Berger have just completed a contract for a new three-masted schooner to be built during the summer for Jonathan Boyce, of Grand Haven, Mich. Her dimensions will be 134 feet keel, 29½ feet beam and 10 feet hold, and will be completed about the first of August.

A large force of men are engaged in getting the Goodrich boats ready for the opening of navigation. One day last week a force of nearly forty painters was at work.

Some of our vessel men are overhauling their rigging in store, preparatory to fitting out for the spring.

CHICAGO.

The Steamship Iron Chief, which sank in the river two weeks ago and damaged her cargo, will be docked at Miller Brothers' shipyard Monday for repairs. The cause of the leak has not been determined.

S. A. Murphy has purchased the barge Pringle and will turn her into a Canada bottom. The new compound engine of the tug Michigan will be placed in her, and she will be fitted up in A1 shape to attend to Canadian wrecking.

The propeller Douglas towed over the hull of George Gilman's new tug, and the latter laid near Wells street during the day, and was much admired by all who saw her. The new craft is well and beautifully built, and reflects great credit on Mr. Martel, her builder. Machinery and boiler and finishing touches will be furnished here in Chicago. The handsome colors on the new craft indicates her name to be the John Gordon. She is named in honor of the well known agent of the Anchor Line of steamers here. Captain Charles McCarl will command her.

Two more important vessel sales were consummated on the 26th. John Kelderhouse sells to J. C. Gilchrist, of Vermillion, Ohio, the fine schooners W. S. Crosthwaite and B. F. Bruce, the consideration for both being $50,000. The vessels are sister ships, are of the same age, measure the same, and rate the same. They were built in 1873, measures 671 tons and rate A2½. It is generally conceded that Mr. Gilchrist gets a great bargin. Captain Olof Olson will sail the Bruce this season.

The tug Bismark is now owned by Captain Harry G. Blanchard, and will tow between Bay City and Buffalo.

The new propeller A. B. Taylor, which arrived is a fine little craft: She was built at Saugatuck by R. T. Rogers, her master, and measures 51 tons. She will receive her finishing touches here.

The excursion steamer Grace Grummond leaves Chicago. Captain Ed Napier has secured her and will run her between Duluth and Agate Bay.

The Anchor Line has secured the whole dock line from Clark to Wells street on the north side of the river, and will have plenty of room this season for their propeller. The Linsted, Buffalo and Ogdensburg Line will have a dock, freight houses, office, etc., near Rush street.

The wood repairing on the propeller St. Paul will be completed next week. The principal portions of the main and promenade decks are new, and the cost of her repairs when finished will be over $16,000. She will be used exclusively as a freigh boat, and will ply between Buffalo and Duluth. She will be commanded by Captain Scott, of Toledo.

Vessel sales recorded on the 28th: Steamer Bret Harte, Philip Miltan to John C. Meyer, one-half interest, $1,200. Meyer is now sole owner. The tug Wilson Brothers, Timothy Tobin and Charles Schlacker to John Hamler, two-thirds interest, $1,266. Hamler is now sole owner. The hull of the tug Martin Green, E. Van Dalson to Robert H. Reed, the whole, $125. The hull is to be given new machinery and boiler, and will be called the Bob Reed.

Work has been commenced on the new American lighthouse at Bar Point.

H. L. Shaw and others have bought the barge Star of the North for $1,200.

Contracts have been made for 200,000 bushels of wheat from Duluth to Buffalo at four cents.

The Canadian propeller Armenia, Cuba, and California will run between this port and Montreal.

Captain Charles McInnes, late owner of the propeller Oneida, is negotiating for the purchase of a new steamer,

The Steamship J. P. Donaldson and tow and C. H. Green and tow will probably be engaged in the Lake Superior business this year.

MILWAUKEE.

F. C. Maxon, M. C. Parker, and John Saveland, of Milwaukee, have purchased the schooner A. B. C. F. M. of Mr. Merrill, of Chicago, for $3,000. Captain Lewis Larsen has purchased one-half of the schooner Leo, of Grand Haven, for $1,000.

AMHERSTBURG.

The steambarge Ada Allen is carrying block stone from White's dock to Windsor.

Captain E. C. Gatfield is fitted out the tug Crusader, and Captain Joe Biron, the tug Hercules.

C. W. Danger of the U. S. engineers, was in town last Saturday. He has been engaged during the winter surveying the Saginaw river.

Navigation has again opened and tugs and tows are again traveling our great water highway, and the wolves come out to sun themselves.

The City of Dresden will make her first trip down the shore of Lake Erie and to Pelee Island as soon as the lake is clear of ice. She will make semi-weekly trips to Sandusky.

The tug John Martin will be sailed this season by Captain P. Cailno, who sailed the Salina last season. The Martin will go to Detroit this week. She will be engaged in towing barges from Bay City and Saginaw, to Ohio ports.

The steamer Riverside came down from Detroit Sunday afternoon. Several blasts from her whistle brought hundreds to the dock to receive her, and for a time Engineer Simmons held a reception. She commenced her regular trips on Monday morning, leaving here at 6:45 a. m., and returning, leaving Detroit at 4 p. m. Captain C. Hughes is again in command, with Mr. Noble as clerk. Mr. Simmons, the popular engineer, is again at his old post. The Riverside is somewhat improved, the cabin has new carpets, and her furniture given a general touching up, while she has been re-painted outside. A saloon has been built on the lower deck, forward, which will be a convenience. Take her all around, she is in better shape than ever before.

CUYAHOGA WORKS,

Established in 1834.

MANUFACTURERS OF ALL KINDS OF

MARINE ENGINES

AND

HEAVY MACHINERY.

Cor. Detroit & Center-Sts, CLEVELAND, O.

BODIFIELD & CO.,

8 South Water-st Cleveland

DEALERS IN RUBBER GOODS

Agents for Akron Rubber Co.'s Valves, Hose, Packing, etc.

MORGAN & RICE,

Vessel Brokers, Marine and Fire Insurance Agents,

Room 20, Chamber of Commerce,

DETROIT, MICH.

Special attention paid to Chartering Vessels.

NORTHERN MICHIGAN LINE—OPENING PROSPECTS.

FRANKFORT, March 27.

Special Correspondence of the Marine Record.

The steamer Grace Barker, which has plied here for the past two years, has been sold for $7,000. She will run between Harbor Springs and points on Little Traverse Bay. The propeller J. W. Weston, Captain Waters, will run between Manistee and Frankfort. She is at present frozen in at Muskegon. The Northern Michigan line boats, Champion and Lawrence, will make this their stopping point to wood up, and the Goodrich line will also run here, this being their northern terminus.

The schooner Geo. W. Westcott, of Kenosha is in winter quarters here. Captain Read has sold a one-half interest in her to J. Bryden, of Milwaukee. She will hail from Frankfort next season. The only other schooner hailing from here is the Una. She was dismantled last fall and is receiving new spars at Sheboygan, Wis.

Lake Michigan is full of ice. A passenger who crossed on a lake propeller last week says they left Milwaukee on Monday evening and that it took them until Saturday to reach Manistee. There is only a strip of about twenty miles of clear water in the lake, the rest is in solid fields of drift ice. Some icebergs twenty-five to thirty feet high are occasionally seen drifting along. Last week the drift closed in about Frankfort, and for six or eight days not a sign of water could be seen, even from the highest elevation. Now it has moved to the west and can be seen just in the horizon. Between the Manitou islands and the mainland it is full of drift ice. Last week it was solid enough to cross and get the mail, now it is all broken up. At Death's Door the ice is reported thirty-nine inches thick and solid. A team crossed from Washington island to Escanaba on the 16th. Travelers report that the ice in the Straits of Mackinaw has seldom been so thick as now, and the whole foot of the lake is frozen solid. Teams come from Beaver island to the mainland, forty miles, for supplies.

I will now make my guess: Navigation for sail vessels on Lake Michigan will begin April 15th and the Straits will pass the first craft May 4th or 5th. What say you all?

Respectfully,

CHAS. BURMEISTER.

NAUTICAL NOTES.

Messrs. Wolf & Davidson are building a new schooner now on stock and in frame, and although this firm is already famous throughout the chain of lakes for the excellent class of vessels built by them, it is claimed that the schooner now building will be "one of the finest" ever built this or any other port. The new vessel is of the following dimensions: Length of keel, rabbett to rabbett, 164 feet; breadth of beam, 32½ feet; depth of hold, 13 feet at shoalest place, and is being built extra strong, having extra floor timbers snd futtocks between frames. The vessel will be iron strapped outside of frames, and will rate A1 star. The new schooner will cost about $34,000, and will have a carrying capacity ot about 32,000 bushels wheat. She will have three masts, and be fitted out with all the late improvements. Captain D. Craine, late master of the schooner Lottie Wolf has purchased a one-fourth interest in the new schooner and will command her. It is expected that the new vessel will be ready for sea about June 15.

AHNAPEE.

The schooner St. Cloud, Captain J. R. Doak, will sail from here on the opening of navigation with a new main gaff topsail and all her lower canvass newly banded.

OGDENSBURG.

The yacht Mabel is being fitted up at Clayton to go down to salt water this summer. Her centreboard has been taken out and a standing keel of oak will be put on, and an addition of iron for ballast. Her cabin is receiving an overhauling; more berths put in, which will give more room. Captain Stebbins, her owner, wants to give his yacht a taste of salt water. He will go to New York via the Gulf of St. Lawrence.

THE insurance companies, it is said have all adopted the Lloyds register with the exception of the Contenental. The Lloyds includes the Canadian as well as American craft, and is believed to be unusually clear of errors.

NEW CANAL SUPERINTENDENT.

At a recent meeting in Chicago of some of the officers of the ship canal company the position of superintendent was tendered to Edward S. Minor, of Sturgeon Bay, and there is probably no doubt that he will take the place, which has hitherto been occupied by George H. Sager. It is not likely that the company could have selected a person better qualified to discharge the responsible duties of the post than Mr. Minor. He will devote his whole time to the work, and the interests of the canal company will be diligently cared for. Measures have already been taken by the superintendent-elect to improve the towing facilities of the canal. He last week purchased from Hagan, English & Thrall, of Green Bay, their new and powerful tug, the Henry Marshall, paying therefor $10,100. The Marshall was built last spring at a cost of $11,000, and is well adapted for the work that will be required of her. She will be permanently stationed at the canal, and will do the principal part of the towing. So far as has been arranged at this date the Marshall's crew is as follows: Ed. Cox, captain; Joseph Sweetman, engineer; Frank Bacon, linesman.

SOLDIERS' AND SAILORS' WIVES.

The Woman's auxiliary Society of the Grand Army of the Republic recently formed in the city, an organization which has done such grand work in other cities, not only among the families of destitute and suffering soldiers and sailors, but the poor generally, are anxious to secure the address of all ex-soldiers or sailors residing in the city. The visiting committee are desirous of becoming acquainted with the wife of every person here who served under the flag. Addresses may be sent to the secretary of the society or to Mr. Raymond, of the Society for Organizing Charity.

A SICILIAN DIVER.

In Sicily just 100 years ago Nicholas, surnamed "the diver," on account of his many wonderful exploits, undertook in the presence of thousands of spectators to dive to the bottom of the Sicilian Gulf, where there in a dangerous whirlpool, and bring up something which had been thrown in. He made the attempt and succeeded. Again something more precious was thrown in, and he again succeeded. Finding that in the second attempt he encounted some submarine difficulties which he had not expected he declined to make another attempt; but a Sicilian nobleman throwing in a gold cup studded with brilliants as the prize, he dived into the surf and was never seen again.

HARD A-PORT
AND STOP AT
Capt. Dahlke's
ONE PRICE BOOT AND SHOE STORE
And Examine a Fine Line of Spring Goods at Very Low Prices.
297 Pearl-st., Cleveland, O.

FOR SALE,
New Iron Tug.
Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by
GLOBE SHIPBUILDING CO.

N. C. PETERSON
Boat Builder,
PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.
385 Atwater st., Near Riopelle,
DETROIT, MICH.

Vesselmen
SHOULD HAVE
OUR MARINE LAW BOOK,
Containing all points of MARINE LAW as determined by the United States Courts
—ON—
Seamen, Owners,
Freights, Charters,
Towage, Registry,
Collisions, Enrollments,
General Average, Common Carriers,
Duties of Seamen, Masters & Owners,
Bill of Lading, Wages, &c.
The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00.

$66 a week at home. $5.00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland. Maine

DISEASE CURED
Without Medicine.
A Valuable Discovery for supplying Magnetism to the Human System. Electricity and Magnetism utilized as never before for Healing the Sick.
THE MAGNETON APPIANCE CO.'S
Magnetic Kidney Belt
FOR MEN IS
WARRANTED TO CURE OR MONEY REFUNDED, the following diseases without medicine:—PAIN IN THE BACK, HIPS, HEAD OR LIMBS, NERVOUS DEBILITY, LUMBAGO, GENERAL DEBILITY, RHEUMATISM, PARALYSIS, NEURALGIA, SCIATICA, DISEASES OF THE KIDNEYS. SPINAL DISEASES, TORPID LIVER, **Gout, Seminal Emissions, Impotency, Asthma, Heart Disease, Dyspepsia, Constipation; Erysipelas, Indigestion, Hernia or Rupture, Catarrh, Piles, Epilepsy, Dumb Ague, etc.**
When any debility of the **GENERATIVE ORGANS** occurs, **Lost Vitality, Lack of Nerve Force and Vigor, Wasting Weakness,** and all those **Diseases** of a personal nature, from whatever cause, the continuous stream of Magnetism permeating through the parts, must restore them to a healthy action. There is no mistake about this appliance.
TO THE LADIES.—**If you are afflicted with Lame Back, Weakness of the Spine, Falling of the Womb, Leucorrhœa, Chronic Inflammation and Ulceration of the Womb, Incidental Hemorrhage or Flooding, Painful, Suppressed and Irregular Menstruation, Barrenness, and Change of Life, this is the Best Appliance and Curative Agent known.**
For all forms of **Female Difficulties** it is unsurpassed by anything before invented, both as a curative agent and as a source of power and vitalization.
Price of either Belt with Magnetic Insoles, $10, sent by express C. O. D., and examination allowed, or by mail on receipt of price. In ordering send measure of waist, and size of shoe. Remittance can be made in currency, sent in letter at our risk.
The Magneton Garments are adapted to all ages, are worn over the under clothing, **not next to the body like the many Galvanic and Electric Humbugs advertised so extensively,** and should be taken off at night. They hold their POWER FOREVER, and are worn at all seasons of the year.
Send stamp for the "New Departure in Medical treatment **Without Medicine,**" with thousands of testimonials.
THE MAGNETON APPLIANCE CO.,
218 State Street, Chicago, Ill.
NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try our Magnetic Insoles, and be convinced of the power residing in our other Magnetic Appliances. Positively no cold feet when they are worn, or money refunded.

CONSUMPTION.
I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express & P. O. address, DR. T. A. SLOCUM, 181 Pearl St., N. Y.

AGENTS wanted for The Lives of all the Presidents of the U. S. The largest, handsomest, best book ever sold for less than twice our price. The fastest selling book in America Immense profits to agents. All intelligent people want it. Any one can become a successful agent. Terms free. HALLETT BOOK CO., Portland, Maine.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡daily, except Monday.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent,
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18. 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a. m.			
Arr. Valparaiso	9.37 "			
" Fort Wayne.	1.00 p. m.			
" New Haven	1.35 "			
" West Leipsic.	3.45 "			
" Arcadia	4.44 "			
" Fostoria	4.57 "			
" Green Springs	5.44 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "	7.55 a. m.		
Arr Cleveland	9.02 "	10.22 "		Accom.
Lv. Cleveland		10.27 "		3.52 p. m
Arr Painesville		11.33 "		5-05
" Ashtabula		12 25 p. m.		6.03
" Conneaut		1.05 "		6.32 "
" Erie		2.09 "		
" Dunkirk		3.47 "		
" Buffalo		5.20 "		

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7.43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10.34 "	
" West Leipsic		11.30 "	
" New Haven		1.35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.55 "	
" Chicago		7.50 "	

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,
LEWIS WILLIAMS, General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

FOR SALE,
AT
THE GLOBE IRON WORKS.

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new

SECOND HAND MARINE ENGINE, high pressure, 28x36 in good condition and formerly in the steambarge J. S. Fay.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen Ag't for Collingwood Line of Steamers

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H J. WEBB & Co., will charter Vessels for Lake Trade Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST., Cleveland, Ohio.

TELEPHONE { Office, No. 338. Residence, No. 1328.

PALMER & BENHAM,

successors to

J. H. PALMER & SON,

Vessel Owners & Agents,

No. 130 Water Street, Rooms 6 & 7.
CLEVELAND. - OHIO.

SCOTT & BERRIMAN.

Fire and Marine Insurance Agents and Vessel Brokers.

Attention also given to the purchase and sale of Iron Ore, Telephone, No. 18.
Office, 130 South Water-St., Cleveland, O.

MOORE and BARTOW,

Ship Brokers and Agents,

No. 121 St. Clair Street, Room 27.
CLEVELAND, - OHIO.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

BECKER & KELLY,

Vessel Agents,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & iron Ex. Build'g, Telephone No. 953. Cleveland, O.

HIBBARD & VANCE,

Vessel Agents

66 and 368 Broadway MILWAUKEE, WIS
114 La Salle Street, CHICAGO, ILL

DAVISON and HOLMES,

Vessel Owners & Agents,

232 So. Water Street,
CHICAGO, - ILLINOIS.

ATKINS & BECKWITH,

Vessel Owners & Agents

127 LaSalle Street.
CHICAGO, - ILL.

KNEIP & MORRISON,

PROCTORS IN ADMIRALTY,
115 Monroe St Room 54 Chicago.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building,
CHICAGO, ILL.

WILLIAM FORDE,

SHIP BROKER,

Vessel & Marine Ins. Agent.

N. E. Cor. Columbus Ave. & Water St.,
SANDUSKY, OHIO,

A. M. BARNUM,

Vessel Agent and Broker,

15 Exchange St. Buffalo, N. Y.

☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

V. D. NICKERSON,

MARINE ARTIST

Rear of Central Tug Office, Main St. Bridge, Cleveland, O.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

RICHARD HAMMOND. JOHN COON.

LAKE ERIE BOILER WORKS,

Paper Mill Bleachers & Rotaries. Gasometers, Salt Pans Smoke Stacks.

OIL STILLS & AGITATORS.

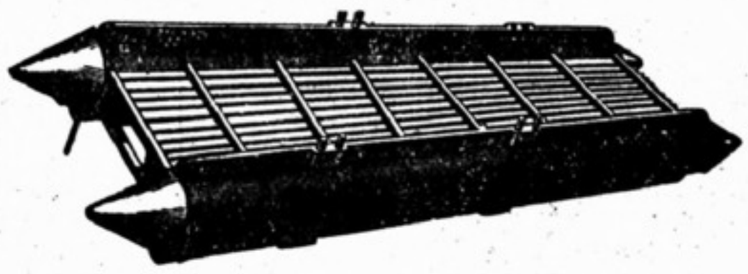
And all kinds of Heavy Plate & Sheet Iron Work.

Repairing Promptly Attended to.

OFFICE & WORKS, 244.246.248.250.252.And.254. Perry St.

BUFFALO, N.Y.

CALKIN'S PATENT METALLIC LIFE RAFT.



H. C. & J. H. Calkin,

Coppersmiths and Plumbers.

Steam and Gas Fitting,

GALLEY STOVES.

256 & 257 West St., Cor, Laight

NEW YORK.

Circulars sent upon application.

Established in 1830.

WM. WALL'S SONS,

—MANUFACTURERS OF—

CORDAGE & OAKUM.

Gangs of AMERICAN, RUSSIA and ITALIAN HEMP of the very best quality made to order AT ONE DAY'S NOTICE. MANILA and SISAL BINDER TWINE.

Office No. 113 WALL STREET, NEW YORK.

Factory, Brooklyn, N. Y.

JAMES P. DONALDSON & CO.,

Ship-chandlers, Sailmakers

AND DEALERS IN

Mill, Railway and Manufacturers' Supplies,

WOODWARD AVE., DETROIT, MICH.

DEAN & CO.,

BOAT BUILDERS.

Patent Yawl Boats of all Lengths, Pleasure and Hunting Boats, Sail and Steam Yachts on Hand.

Also, Life Boats that will pass Government Inspection, and cost less than any Life Boats in U.S.A.

DEAN & CO., FOOT OF ST. AUBIN-ST., DETROIT, MICH.

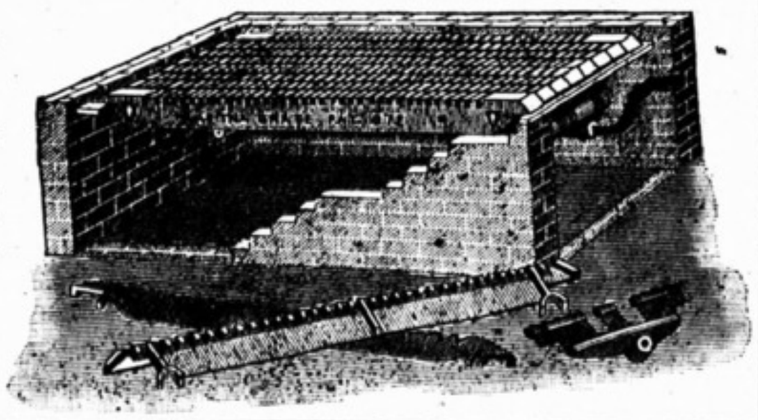
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



PENFIELD BLOCK CO,

Lockport, New York, are Sole Manufacturers of the

Celebrated "Anchor Brand" Tackle Blocks,

ALL STEEL ROLLER BUSHED

OR WITH

Our Self-lubricating Phosphor Bronze Bushings.

The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS.

Illustrated Catalogue and price list mailed free on application. Sample orders solicited.

Accompanying cut represents our new block, PATENTED NOVEMBER 13, 1883

The Neversink Cork Jacket

AND IMPROVED LIFE BELTS,

Universally known to be the Best made and Guaranteed to be Strictly According to the Standard of the United States Supervising Inspectors of Steam Vessels.

RING BUOYS AND FENDERS.

CHEAPEST.

SAFEST.

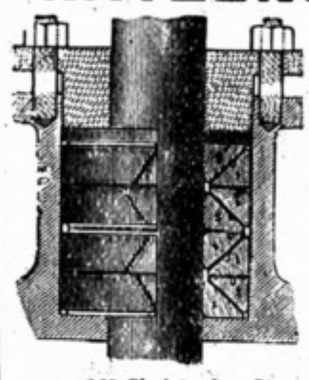
Approved and adopted by the United States Board of Supervising Inspectors; also by the principal Ocean, Lake and River Steamer Lines, as the only Reliable Life Preserver.

VESSELS AND TRADE SUPPLIED.

Send for Circulars.

D. KAHNWEILER 146, 148 & 150 Worth St Near Center St., New York.

KATZENSTEIN'S



SELF-ACTING METAL PACKING

FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. For full particulars and references address

L. KATZENSTEIN & CO

169 Christopher St, near West Street N. Y.

CAPT. THOS. WILSON, Cleveland agent.

G. S. RAND. H. B. BURGER.

RAND & BURGER

SHIP-BUILDERS,

WITH

DRY DOCK

ATTACHED TO THE WORKS.

ALSO PREPARED TO DO

WRECKING AND TOWING

WITH THE

Tug John Gregory.

Vessels Docked and Repaired on Short Notice.

MANITOWOC, WIS.

CANFIELD

Wrecking & Towing Line,

MANISTEE, MICH.,

—0—

Tugs,

Hawsers,

Lighters,

Steam Pumps,

Lifting Screws,

&c.,

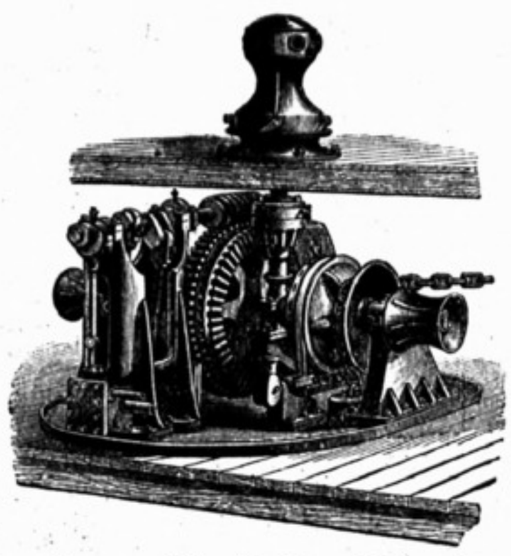
To be had on short notice, by mail or telegraph.

A. O. WHEELER, Manager. CHAS. GNEWUCH. Wrecking Master

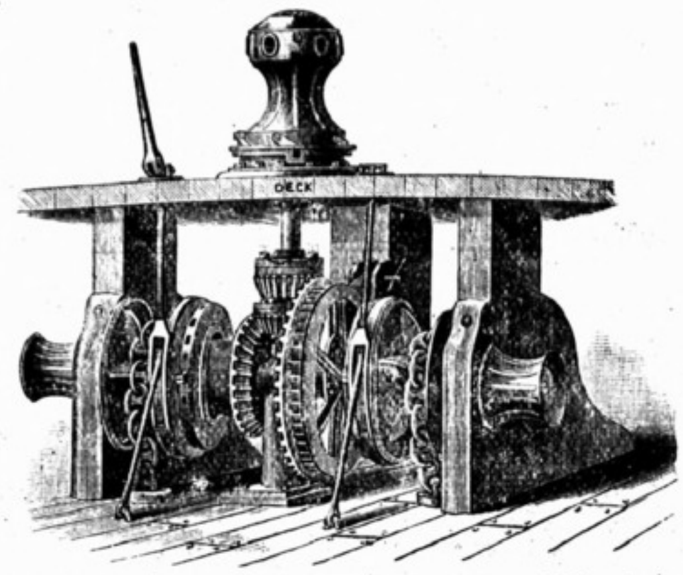
AMERICAN SHIP WINDLASS, CO.

PROVIDENCE, RHODE ISLAND,

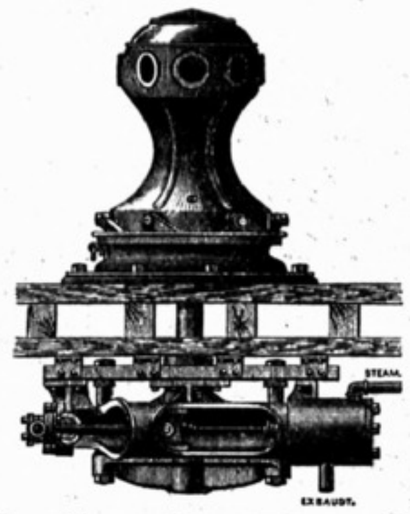
Original and only builders of the "Providence" Steam and Hand Windlasses, Steam Capstans, Crank Capstans, and Power Capstans for Steam and Sailing Vessels, Yachts, Tug Boats, Wrecking Boats, Elevators, Dry Docks, Etc.



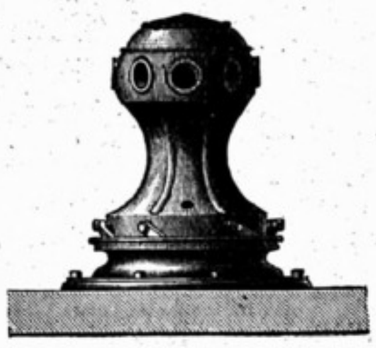
The Providence Patent Steam Capstan Windlass New Style.



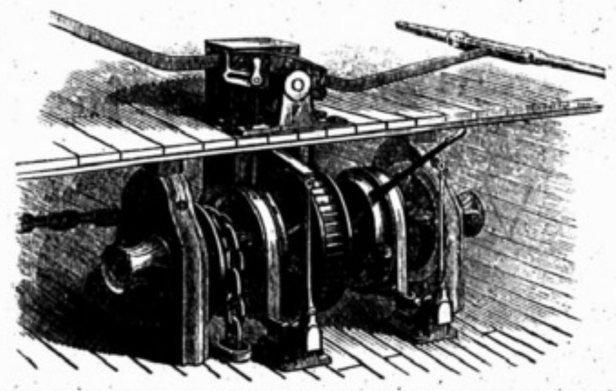
The Providence Patent Capstan Windlass.



The Providence Patent Steam Capstan.



The Providence Patent Power Capstan.



The Providence Patent Pump Brake Windlass.

The Providence Patent Crank Capstan.

SELLING AGENTS ON THE LAKES.

D. S. AUSTIN & CO.	BUFFALO, N. Y.	JAMES P. DONALDSON & CO.	DETROIT, MICH
UPSON, WALTON & CO.	CLEVELAND, O.	DUNHAM & HOIT,	CHICAGO, ILL
M. I. WILCOX.	TOLEDO, O.	G. D. NORRIS & CO.	MILWAUKEE, WIS

THE GLOBE IRON WORKS.

GENERAL FOUNDERS, MACHINISTS, BLACKSMITHS, BOILER MAKERS, AND IRON SHIPBUILDERS.

Office and Works, Corner of Elm and Spruce Sts., Cleveland, O.

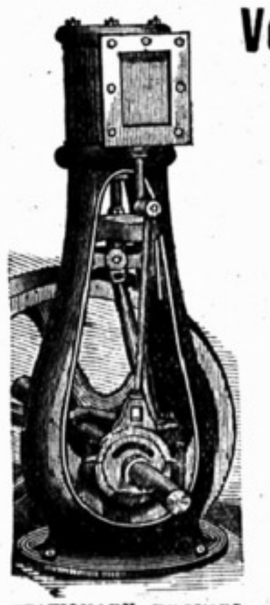
STEAM ENGINES.

We are prepared to furnish on short notice Stationary or Marine, either High Pressure, Low Pressure, Condensing or Compound Engines, Horizontal o Vertical, with or without graduating cut off.

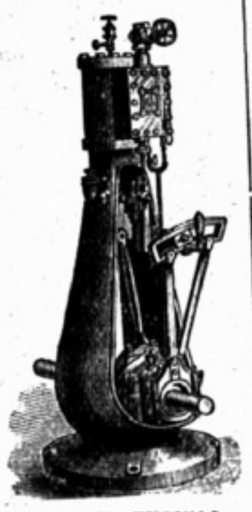
Vertical Engines Kept in Stock.

We keep all sizes of vertical engines in stock, which we are prepared to sell at respective prices. Stationary engine includes Governor, Throttle, Cylinder, and Oiler, Oil Cups and Waste Cocks. Marine Engine includes Link and Reverse Motion, Circular Throttle Cylinder, Oiler, Oil Cups and Waste Cocks, same as stationary,—no governor or fly wheel. Nos. 7, 8, 9 and 10, have single cranks, with separate journal when used with stationary engines.

They are provided with good brass boxes in both ends of connecting rod and cross head, with best possible provision made for taking up the wear. The Cylinder, Steam Chest and lower head are cast in one piece and the frame, slides, and journals in one piece, thereby lessening liability of derangement and first cost and insuring a durable machine. The Cylinders are neatly covered with cast iron laging. Slide valve with large ports. Piston filled with good metallic packing. Material and workmanship guaranteed.



STATIONARY ENGINES.

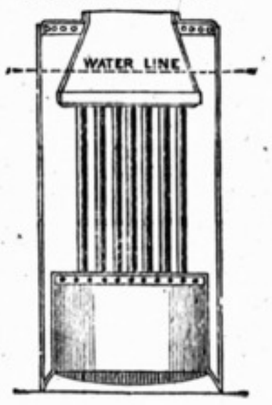


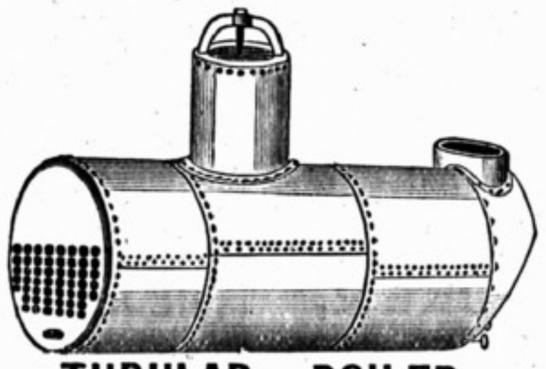
MARINE ENGINES.

BOILERS.

Having provided our new boiler works with the most approved tools for riveting by steam, planing the edges, instead of chipping, drilling, punching, shearing and bending by steam power, we feel warranted in saying we can furnish the best work for the least money in the following kinds of boilers, which we can build of either Iron or Steel: Return flue Marine Boilers, Tubular Boilers, either horizontal or vertical, Locomotive Boilers, Cylinder Boilers, Flue Boilers, Smoke Stacks and general plate Iron work.

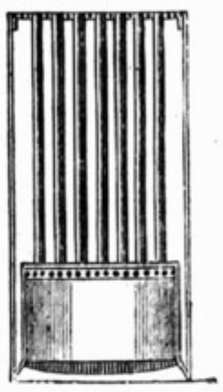
SUBMERGED TUBE



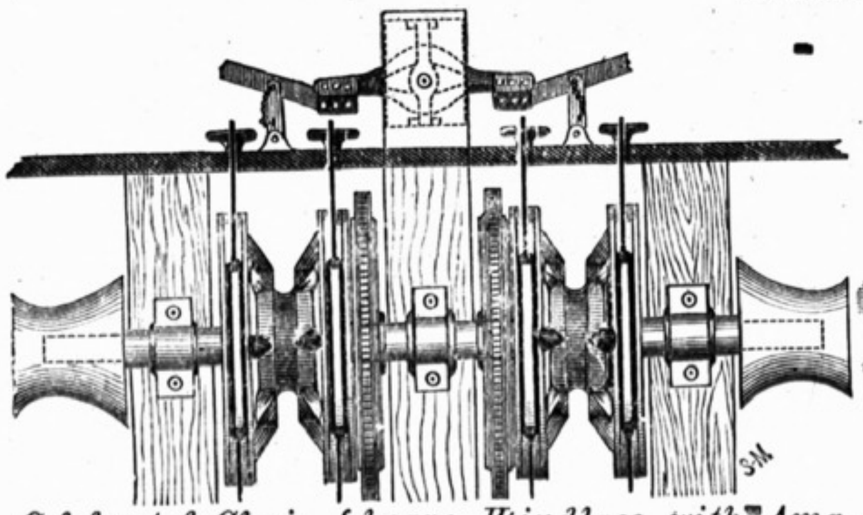


TUBULAR BOILER.

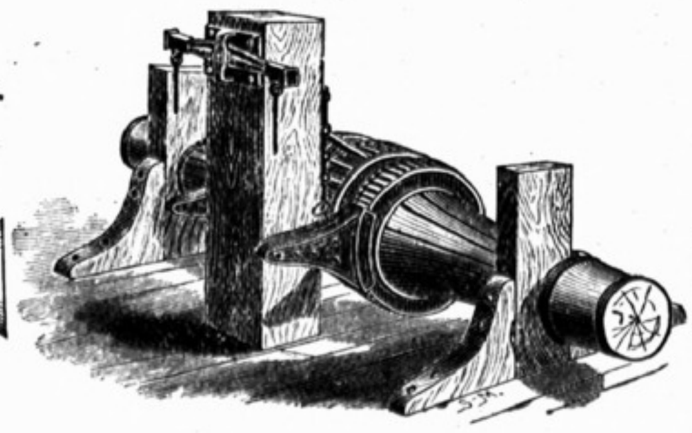
FULL TUBE BOILER.



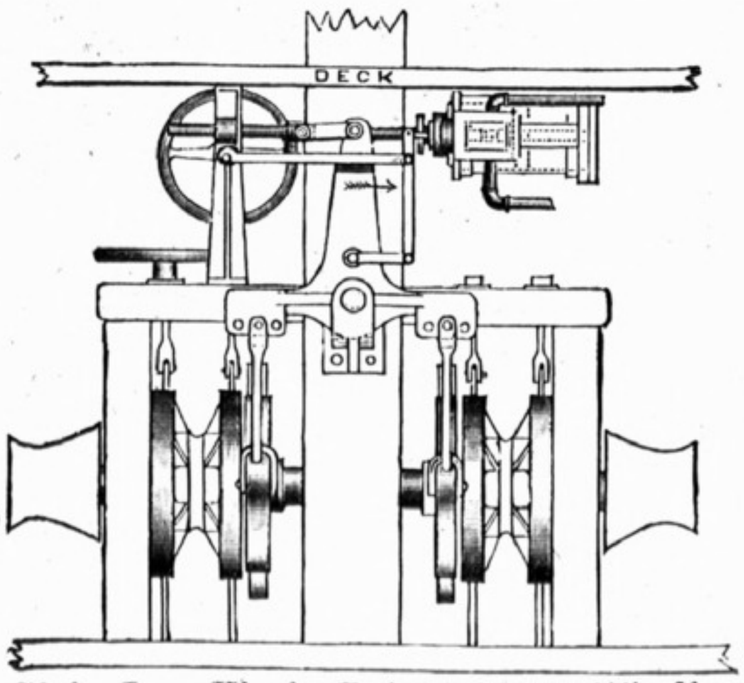
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with "Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass